

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5210

英二十月六二十三精光

WEDNESDAY, AUGUST 1, 1906.

三拜禮

號一月八英邊香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund—
Sterling Reserve \$10,000,000
Silver Reserve \$9,500,000
Reserve Liability of Proprietors \$10,000,000

Court of Directors:

A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. Mr. W. Gresson
C. R. Lenzmann, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.

Acting Chief Manager:
Hongkong—H. E. R. Hunter.

Acting Manager:
Shanghai—W. Adams Oram.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent, per annum.
For 6 months, 4 per cent, per annum.
For 12 months, 4 per cent, per annum.

H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 6th June, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent, per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent, per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank Berlin
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.

Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern a.m./
Norddeutsche Bank in Hamburg, Hamburg
Sal Oppenheim Jr. & Co., Koeln
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroean, Tjilatjap,
Padang, Medan (Del), Palembang, Kota
Raja (Acheen), Telok-Semawe (Acheen),
Bandjermasih.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvement including
PORCELAIN FILLINGS.

HOTEL MANSIONS,

Padde Street.

Hongkong, 1st June, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above.

Company are prepared to accept First

CLASS FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEGMESSEN & CO.

Hongkong 28th May, 1905.

英二十月六二十三精光

WEDNESDAY, AUGUST 1, 1906.

三拜禮

號一月八英邊香

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via
SINGAPORE, PENANG, CO. SARDINIA
LOMBO, PORT SAID and C. C. Taiho, K.N.R. About 1st Freight and
MARSELLES... MOJI and KOBE About 5th Passage.

YOKOHAMA via SHANGHAI, JAVA, S. Barcham About 6th Freight and
MOJI and KOBE S. August Passage.

SHANGHAI MALTA, R. A. Peters About 9th Freight and

LONDON, &c. MOLDAVIA, E. H. Gordon 11th August, See Special
RESERVE FUND 1975,000 Noon. Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th July, 1906.

Intimations.

JAPAN

COALS

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chao-fu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kochi-nosu, Asabo, Mikasa, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Maneda, Mannou, Ogura, Otsuji, Sasahara, Tsubakuro, Yoshinotana, Yoshi, Yunokibara and other Coals.

45 S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlour are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

155

NIKKO CO.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong.

Hongkong, 28th April, 1906.

157 Hongkong, 20th September, 1905.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES, Manager.

VICTORIA HOTEL,

SHAMEEN, CANTON,

MACAO HOTEL,

MACAO, CHINA,

ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKETT'S GAP, the Peak, near the TRAM TERMINUS, Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

151

CARLTON HOUSE KING EDWARD HOTEL

Nos. 8 and 10, ICE HOUSE ROAD.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1905.

150

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the

Centre of Praia Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,

Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	1,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	W. A. Valentine.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,973	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

Special Excursions leaving Hongkong at 9:30 A.M. on Sunday, the 5th, and Monday, the 6th August.

Also a second departure on Monday at 7 P.M. for Macao.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M.

On Sunday, the 5th, and Monday, the 6th August, at 3 P.M. (See Special Express).

There will be no departure from Macao on Monday, the 6th August, at 8 A.M., and no departure from Hongkong at 1 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STREAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	538 tons	Captain J. Wilcox.
"NANNING,"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8 A.M. calling at Yunki, Mahung, Kunchuk, Kai Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Ta, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 7:30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak-Hing.....Single \$12.50. Return \$21.00.

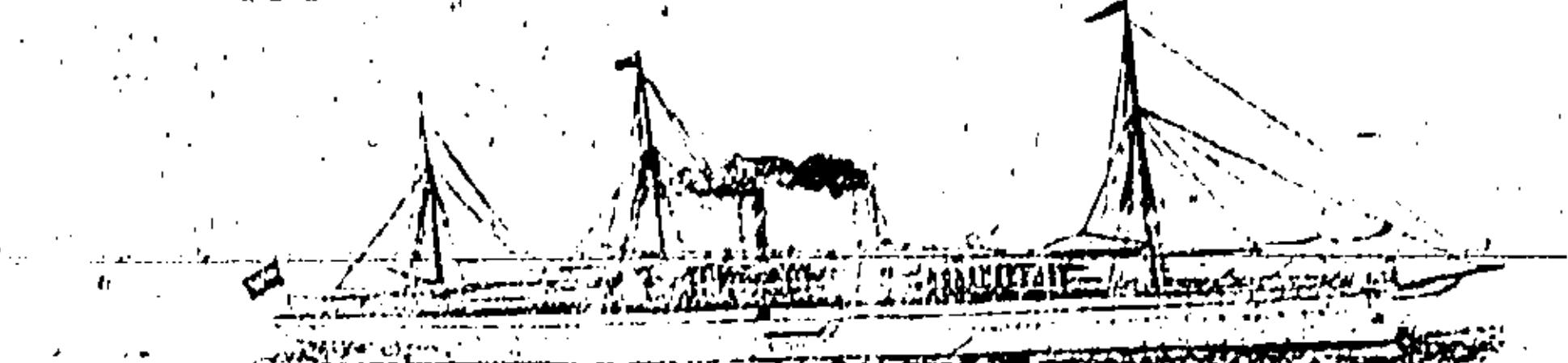
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by Electricity. Meals charged extra.

Further particular may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWINEY,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR,"	4,425	WEDNESDAY, August 8	September 1
"EMPERESS OF INDIA,"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN,"	2,440	WEDNESDAY, September 5	September 29
"EMPERESS OF JAPAN,"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE,"	6,616	WEDNESDAY, October 3	October 27
"EMPERESS OF CHINA,"	6,000	WEDNESDAY, October 17	November 7

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence & Co., Ltd. New York £2.

Hongkong to London, Intermediate or Steamer, and 1st Class Rail £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all the principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage,

apply to D. W. CRADDOCK, Acting General Agent,

Corner Pedder Street and Praya, opposite Blake Pier, [13]

HONGKONG-MACAO LINE.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

S.S. "WING CHAI," Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7:30 A.M., and returns from Macao at 2:30 P.M., as on Week Days.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$1; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 20 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906.

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Hongkong, 13th July, 1906.

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Hongkong, 13th July, 1906.

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Hongkong, 13th July, 1906.

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Hongkong, 13th July, 1906.

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Hongkong, 13th July, 1906.

Intimation.

**W.M. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.**

SOLE AGENTS

for

Hongkong, China,
and Japan.

ADDISON'S**PATENT****PORTABLE****SANITARY
COMMODE**

Hermetically Sealed.

Specially adapted
for hot climates.**The ACME OF****CLEANLINESS.**

Stocked in

Four Qualities.

No. 1.—Fitted with Mahogany Po-
lished Top, Nickel-Silver Fit-
tings, and White Enamelled
Pail.

Price \$21.50.

No. 2.—Fitted with Mahogany Po-
lished Top, Brass Fittings, and
White Enamelled Pail.

Price \$18.50.

No. 3.—Fitted with Stained Wal-
nut and Brush Polished Hard-
wood Top, Brass Fittings and
White Bath Enamelled Pail.

Price \$14.75.

No. 5.—Fitted with Mahogany
Stained and Brush Polished Hard-
wood Top, Brass Fittings and
Electro-Galvanized Pail,
very serviceable and acid re-
sisting.

Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONG KONG.

Hongkong, 13th July, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID);
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-
YEARLY MEETING OF SHARE-
HOLDERS in the Company will be held at
the Office of the Company, Hotel Mansions,
on TUESDAY, the 13th August, at Noon, for
the purpose of receiving a Report of the Direc-
tors together with a Statement of Accounts,
declaring a Dividend, confirming the appoint-
ment of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of
the SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 18th day of August next, at
Noon, for the purpose of receiving the Report
of the Court of Directors together with a
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief-Manager.

Hongkong, 30th July, 1906. [784]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS of SHARES of the Corpora-
tion will be CLOSED from SATURDAY,
the fourth to the eighteenth day of August next
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief-Manager.

Hongkong, 30th July, 1906. [785]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
20th August, at 12 o'clock Noon, for the pur-
pose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906. [770]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
TURERS and DEALERS in Ladies'
and Children's Underwear, Silk Pongee, Grass-
cloth, Fancy and Picnic Goods, &c.
Latest style of Ladies' Houses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906. [561]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWA-
YS ON HAND.

PRICE VERY MODERATE.

Hongkong, 13th September, 1906. [61]

Notice of Firm.**NOTICE.**

M R. A. D. BARRETTO, having left our
employ, ceases to sign our firm per
Procuration from this date.

JORGE & Co.

Hongkong, 31st July, 1906. [787]

To Let.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUKA" MOUNT KELLIT, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,
"Idlewild,"

Seymour Road.

Hongkong, 31st July, 1906. [786]

To Let.

N O. 1, ANTRIM VILLAS, Des Vieux Road,
KOWLOON,
(on the sea front).

A Five-rooms House with a Large Square Hall.

Apply to—

HUGHES & HOUGH,
8, Des Vieux Road Central.

Hongkong, 28th July, 1906. [777]

To Let.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

To Let.

GODOWN, No. 9, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906. [781]

To Let.

N O. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [793]

To Let.

HAYTOR, THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIPON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

To Let.

HOUSES in MORRISON HILL, GAP ROAD.

4 Rooms with necessary Bathrooms and
Servants' Quarters, Cheap Rentals.

EUROPEAN FLAT in "WILD DELL"

BUILDINGS, No. 147, Wan Chai Road. Each
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THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906. [603]

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BIRTH.

On the 26th July, at Shanghai, the wife of WILLIAM YOUNG, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 1, 1906.

HONGKONG HARBOUR.

In view of the fact that the importance of Hongkong largely depends upon the shipping which enters the port and makes this Colony the distributing centre for South China, anything which affects the facilities afforded to vessels arriving here must be of interest to the community in general. For some time there has been an uneasy feeling in shipping circles that as a consequence of the strong currents in certain portions of the harbour there has been a silting-up in the entrance waterways, which may in time seriously interfere with the passage of the great liners now plying between Europe and the Far East. Commander R. W. Glennie, R.N., of H.M.S. *Waterwitch*, by permission of the Commander-in-Chief, took soundings of various sections of the harbour last year with the object of comparing the depths found with those recorded in 1887. In a letter dated 2nd July last, from the Colonial Secretary to the Chamber of Commerce, it was stated that: "These sections show very little change in the sea-bed to have taken place in the interval between the two surveys. There has been a slight scouring on the Hongkong side in the narrowest part of the harbour and a slight deepening generally in the western part and over Kellett's Bank. So far as it goes that is quite satisfactory, but the paragraph which follows is

YOUNG CHINA.

entitled to some consideration. The Colonial Secretary wrote: "It is clear, therefore, that any further consideration of the question of extensive dredging in the harbour will be on account of the increased number and draught of ships that use it and not on account of diminished area of deep water in it." In other words, while it seems evident that the silting-up of the harbour is a negligible quantity there is reason to believe that the increased tonnage of vessels calling at Hongkong will necessitate the adoption in the very near future of an extensive scheme of dredging at the gateways to the harbour if the vessels of the P. and O. Company, N. D. L., and the American lines are to be piloted into the port without danger of striking a mudbank. The Chairman of the Committee which considered the Colonial Secretary's communication expressed the opinion that the report was much more satisfactory than had been anticipated, "and the question of dredging to provide an extension of mooring space was one which could be left over for the present." The report may be satisfactory in a measure, but the hint that specified sections of the harbour are likely to become too shallow for vessels of larger draught is worthy of attention. Anything that is calculated to impede the shipping traffic is of far too much moment to be relegated to the limbo of the forgotten, and the slightest hint regarding the probable requirements of the port cannot be neglected. It is all very well to say that the question of mooring space can be left over for the present, but it has to be faced, and the sooner a start is made the better it will be for the Colony. Hongkong is fortunate in having a natural harbour which so far has sufficed for the needs of the mercantile marine fleet. But there has been a marked change in the conditions which existed twenty years ago and obtain to day. Then, a vessel of 8,000 tons was considered a Leviathan in Hongkong harbour, but within the space of a few years there has been a marvellous development in the size of the steamers touching at Hongkong. Each of the great passenger lines has at length realised that the trade of the Far East is worth cultivating, and that the days when second-rate vessels and worn-out tramps were considered quite good enough for ports beyond Ceylon have passed. Only the other day we noted the arrival of the luxuriously-appointed *Moldavia* of the P. and O. Company's fleet, while last week the N. D. L. liner *Prinz Eitel Friedrich* accomplished the journey from Singapore to Hongkong in three hours less than 100 days, which may be described as record time. Once, and that not a decade ago, the voyage between the ports was estimated to occupy anything between five and seven days, but *nous avons changé tout ça*. The Pacific is the new racing track of the oceans, and half-a-dozen lines are daily fighting for the lead as regards speed and comfort. For the vessels trading on the Pacific, Hongkong is the terminus at this end and it is a strange day when the harbour is devoid of craft of the larger growth. Every year sees the construction of huge floating palaces of steel; shipping companies are disregarding their ships of small tonnage in favour of vessels of great capacity and, consequently, great displacement. It therefore behoves the legislators of the Colony to make every provision for the shipping interests on which so much depends. If it be the fact that the harbour may have to be deepened in order to allow vessels of excessive draught to enter, with safety then the matter should be taken up at once, otherwise the future of Hongkong as a port may be jeopardised. Singapore has adopted a costly scheme of harbour improvements—whether with or without the consent of the residents is beside the question. The authorities at Manila have only one object in view, to build up the shipping interests of the port, and, if possible, to wrest from this Colony her supremacy in the Pacific trade. We cannot afford to shelve the question of dredging the harbour for the accommodation of vessels of high tonnage, for it involves the prosperity of the Hongkong and Whampoa Dock Company and practically all the industries of the Colony. It is to be hoped, in these circumstances, that while the Chamber of Commerce may consider the Colonial Secretary's report "more satisfactory than had been anticipated," the suggestion that it may be necessary to proceed with extensive dredging operations will not be pigeon-holed. Those who are inclined to cry "*Mañana, mañana*" or even "*Festina lente*" should have no place in the counsels of the Chamber of Commerce or any other body which presumes to be an informally constituted adviser of the Government, when a question vitally affecting the well-being of the Colony is under consideration.

NG Ka, scavenging coolie, 18, Bridges Street, appeared before Mr. H. H. J. Gomperz, at the Magistracy this morning, on a charge of depositing rubbish on Magazine Gap Road, early this morning. Accused said he left the rubbish near the side-channel to return for it later. His Worship asked him to pay a fine of \$10. He was ordered to conceal themselves in a shady charged.

lane where it was believed motorists were addicted to the bad habit of exceeding the legal limit of 12 miles an hour. They hoped to demonstrate the superior advantages of a stop-watch and a blue uniform hidden in the gorse over the lordly motorist and his satellites; but they reckoned without their host. A genial coolie saw the manoeuvre and decided to outwit the police. Not that he had any love for motorists, probably, but it is more amusing to witness the discomfiture of a perspiring and angry policeman—who is compelled to bottle up his adjectival vocabulary by reason of his uniform—that to see a few motorists "held up" by the minion of the law. Accordingly, he stationed himself well away from the constables, and each motorist as he passed was informed of the "plant" ahead. The result was that "scorches" proceeded at a funeral pace along the road to the great disgust of the watchers. The only capture was the countryman who had spoiled their scheme and possibly their chances of promotion. But when the case came to Court, it was successfully argued that the accused had only done his duty in warning people against an infringement of the law. The case excited a good deal of comment at the time and is still a standing joke among motorists in England. The two cases seem analogous, and the point is what would have happened had the excise officers in Hongkong been able to produce evidence to show that the alleged culprit was responsible for the disappearance of the law-breakers. Would he have got off as easily as the English country labourer?

LOCAL AND GENERAL.

The pirate chief who was recently extradited from Macao was executed at Canton yesterday morning on the execution ground at 11.30 a.m. Several Europeans witnessed the execution; also a big Chinese crowd. The pirate chief awaited calmly and without emotion his fate, the executioner cutting the head from the body with one mighty stroke. He said a few words to the crowd, saying that he was not a murderer. He was a very strong looking man. —*Canton Daily News*.

The Viceroy returned suddenly from Whampoa yesterday, says the *Canton Daily News*, although his leave does not expire until the 8th moon. Many reasons are given for his return, but nothing is known for certain. The Manchus attribute it to their complaint to Peiping. Certainly something serious has happened or may be expected. It is a significant fact that although the Viceroy's return must be known to every editor in Canton not a single Chinese newspaper has dared to mention it.

Mr. F. A. Hazeland gave his reserved decision yesterday afternoon, at the Police Court, in the case of *Li Po*, Fung Chin-yuen, landlady of Nos. 1, 2, 4 and 5, Hill Road, was summoned by the Building Authorities for erecting wrought iron partitions on the premises without a permit. Mr. F. B. L. Bowley, of Messrs. Dennis and Bowley, Crown Solicitors, prosecuted, and Mr. M. W. Slade, instructed by Mr. R. Harding, of Messrs. Ewens, Harston and Tilling, defended. The decision was for the co-plaintiffs. Mr. Slade asked for a nominal penalty. His Worship fined defendant \$100.

RECENTLY a deputation of the Japan Steamship Owners' Association visited the Japanese Naval Department and explained the Association's project for encouraging fishermen to pick up floating mines along the coast, and asked for the assistance of the authorities. The project is warmly supported by the Navy Department, and the reputation is to wait upon the Department of Communications in a day or two, says the *Japan Chronicle* of July 22. The Government authorities are taking steps to ascertain the views of fishermen in regard to the most effective measures for picking up the mines.

A BARBER and a cook went into Mr. P. Bijou's draper's shop, at No. 128, Wellington Street, yesterday. The cook asked to be shown some samples of cloth, while the barber looked around the establishment. The cook was not satisfied with the cloth and went farther into the shop to inspect other goods, while the barber edged up to the counter. While the cook was engaged in conversation with the salesman, the barber picked up a parcel from the counter and left the premises. The parcel contained \$5 worth of buckles. The salesman, who had his eyes on both men, saw the sudden departure of the barber and his bundle of buckles, and calling out to an assistant to keep the cook he went after the barber, capturing him some yards away. The pair were charged before Mr. F. A. Hazeland this morning with theft, and each was sentenced to six weeks' hard labour and six hours' stocks.

A case which came up in the Police Court today is on all fours with a case which occurred in England some months ago. Here, some excise officers decided to make a raid on an opium den; but they were forestalled by a friend of the habitues who warned the opium-smokers of the excisemen's intentions. The result was that when the officers arrived the birds had flown and there was nobody to wish them joy except the unctuously-polite "informer." Naturally the raiders were in anything but a good temper when they discovered that there is a solid stratum of truth in Burn's muse which runs: "The best laid schemes o' mice and men gang aft agley." So they arrested the only person in sight and marched him off to gaol on a charge of assisting misdeemants to escape. They had no evidence and the accused was discharged. In England, a couple of constables were ordered to conceal themselves in a shady charged.

BECAUSE she could not agree with her mother-in-law Mrs. Chung Lui Mun, twenty-six years of age, the wife of a factor in the New Territories, put an end to her life, on the 29th ult., by jumping into the Tai Lam Chung river. The young woman, who had been married for several years, was always at loggerheads with her mother-in-law, who, it is reported, ruled her with a rod of iron. On Sunday last after a fierce dispute the younger woman left the house saying she was tired of life and that they would not see her again. Her body was picked up some distance away from the place she dived in yesterday.

Some excitement prevailed in a ricksha coolies' house at No. 6, Tai Wo Street, Wan Chai, at about 2.20 o'clock this morning, when one of their employers, who had just returned home, knocked over a burning kerosine oil lamp that had been carelessly left under the staircase by another coolie. The lamp exploded, and soon the staircase was ablaze. The noise of the coolies attracted the attention of an officer, who entered the building and with the assistance of the coolies, who, on seeing a European had recovered their equilibrium, the blaze was put out. The damage done is estimated at the large sum of one dollar. The damaged goods, adds our representative, most sympathetically, were unfortunately not insured!

HIPMASTERS arriving in this harbour are commenting somewhat strongly upon the dirty condition of the waters thereof, due, no doubt, to the eternal dumping, by irresponsible sampan, junk and dust-boat masters, of all sorts of rubbish, consisting chiefly of fruit skins, papers, piles of straw, fragments of dungage, mats, etc., which clog the blades of the propellers of the steamers, and are a nuisance generally. This is most marked in the central and western districts, while the region in and around the Victoria Recreation Club baths has not had any clean water floating around for some time. Prosecutions are continually being made by the Water Police, but either the penalties inflicted are not sufficiently deterrent, or the offenders manage to escape detection in the dark hours of the night.

SAM FUU, a bottle washer, employed by Messrs. A. S. Watson and Company, was charged with attempting to steal an ice cream freezer, valued at \$5.00, the property of Messrs. A. Chee and Company. According to the manager of the complainant firm, defendant walked up to the door of the firm yesterday afternoon, and when he thought the way clear, made a grab at the freezer. Unfortunately for the accused the freezer was attached to others and would not come when defendant pulled it. The noise attracted a *fok* in the shop, who saw defendant pass the shop window in record time. A footed case followed, and accused was arrested near the Clock Tower by an Indian constable. Other witnesses were called. Defendant said he was playing with other boys and accidentally collided with the ice cream freezer. The noise brought out a *fok* and fearing that there would be trouble in store for him if he remained too near the shop he ran. The freezer weighed about 10 pounds, and his Worship had his doubts as to whether a lad like the accused could go very far with such a burden; besides Queen's Road Central would be crowded at that time of the afternoon. An assistant of the complainant firm said that they had frequently lost things—even a couple of days ago a post-card frame disappeared. Inspector Kitchie, who conducted the case, said that Messrs. A. Ling and Company also reported the loss of an ice-cream freezer a few days ago. Defendant was ordered to undergo fourteen days' hard labour.

INDIANS FOR CANADA.

By the s.s. *Empress of China*, which left this port to-day for Vancouver, via Shanghai and Japanese ports, there departed some 300 natives of the North West Provinces of India, who are to be employed in the flour mills in Canada. The majority of these men came in from Calcutta in the s.s. *Ighing*, and have been the cause of much wonder in this Colony since their disembarkation, as it was generally surmised that they were here en route to Panama to work on the Canal. Inquiries made in the proper quarters, however, elicited the above facts, with the additional information that this batch of 300 is but the first instalment of what is expected to be a very large number of emigrants from India, via the East, to Vancouver for Canada. From what could be learned we gather that these men are all under contract, for three years, and are to be paid a rate of \$1 gold per diem. To anyone acquainted with the conditions of the coolies in India this must indeed appear to be their harvest. During their short stay in this Colony it is worthy of note that not one of this particular batch has caused any trouble to the police, which certainly goes far to vindicate the character they have earned for themselves as being, in the main, a law-abiding, peaceful lot of willing workers.

THE WEATHER.

The following report is from Mr. F. G. Fligh, First Assistant of the Hongkong Observatory:

On the 1st at 11.25 a.m.—The barometer has fallen generally, particularly over N. China.

A depression is passing from the continent to the Yellow Sea. It appears to be moving Eastwards. The highest pressure is over the S. part of the China Sea.

Pressure is practically normal over the Philippines and the S. Coast of China, and in defect to the extent of nearly 0.2 inch over the E. Coast of China and W. Japan.

Gradients are slight over the China Sea, and moderate SW. and S. winds will prevail over that area.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SINGAPORE'S FINANCES.

MASS MEETING OF RESIDENTS.

URGENT NEED FOR IMPROVED DOCKS AND WHARVES.

[From Our Own Correspondent.]

Singapore, 1st August, 10.10 a.m.

At a large public meeting of the residents of Singapore, specially convened to consider the financial position of the Colony as the result of the Tanjong Pagar award, a resolution was submitted to the effect that in consequence of the award it was urgently necessary that the Government should proceed immediately with the improvement of the docks and wharves.

A resolution was also adopted stating that, in the opinion of the meeting, the proposed improvements at the Inner Harbour should not be proceeded with in the meantime.

[The mass meeting of the residents of Singapore yesterday afternoon was held under the auspices of the Singapore Branch of the Straits Settlements Association, the president of which is the Hon. Mr. Hugh Fort, of Messrs. Donaldson and Burkittshaw, the well-known firm of lawyers. The meeting was held in the Victoria Memorial Hall, and the notice calling the meeting was headed: "The Finances of the Colony." The "inhabitants of Singapore" were invited "to consider the financial position of the Colony arising out of the Tanjong Pagar Award, and whether any representations should be made in respect thereof." The result is given by our Singapore correspondent.—Ed. H.K.T.]

COLLISION AT SHANGHAI.

"MANDJOUR" SERIOUSLY DAMAGED.

THE VICTIM OF A PEACEFUL TRADER.

Shanghai, 1st August, 10.20 a.m.

The French Yangtze River steamer *Lima* collided with the Russian gunboat *Mandjour*, in the Huangpu river, yesterday afternoon.

The bows of the *Mandjour* were considerably damaged.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE

UNSAVOURY SHANGHAI.

PROTECTION OF YOUNG GIRLS.

RESIDENTS IN FEAR OF A RIOT.

[From Our Own Correspondent.]

Shanghai, 1st August,

10.20 a.m.

The members of the Chinese Commercial Association held a special meeting, yesterday afternoon, for the purpose of considering what steps should be taken "for the prevention of a riot in consequence of the enforcement by the police authorities of the new regulations affecting the proprietors of disorderly houses."

Under the regulations now in force the proprietors of such houses are forbidden, under a severe penalty, to expose girls under 16 years of age to the temptations of the "unfortunate" life.

The Association decided that in view of the report presented on the subject it was unnecessary to take action at present.

[Reuters.]

The British Army.

London, 30th July.

"The men of the third battalion of the Scots Guards will be divided among the first and second battalions. Recruiting for the regiment will not be stopped."

The standard height of the Irish and Scots Guards has been raised to 5 ft. 9 in. later.

The Straits Settlements.

Lord Elgin intends to review the regulations for gambling in the gaming houses of the Malay States when more pressing business is accomplished.

Russia.

The proclamation of the Labour and the Socialist members of the Duma passionately appeals to the soldiers and sailors, as children of the Russian people, to fight on the side of the Duma for liberty and the land.

WOMAN'S NATIONAL REPORT.

THE RESULT OF HER STORY.

A Chinese woman, the wife of a gunneller at Yaumati, walked into the Yaumati Police Station yesterday afternoon, and related a story that surprised the policemen—a story which could hardly be believed by them because of the good behaviour of the people in that district for some months past. The woman said that at about 11.30 o'clock in the forenoon three men entered her flat—top floor of No. 53, Station Street South—and told her that they had come to rent her cubicles. A few words had passed between the parties, when four more men entered the room, closing the trap door behind them. One of these men entered the kitchen and picking up a chopper, approached her. The seven men then pushed her into an empty cubicle, tied her hands behind her back, gagged her, and attempted to put glass powder into her eyes. Three of the robbers held her down, while the others ransacked the premises, stealing a pair of gold mounted rattan bangles and two gold finger rings, valued at \$52.50 and \$22 in hard cash. They then released her and left the house. The inspector in charge of the station, after the woman had fully described one of the men, despatched a detective with the woman to hunt for one of the robbers. They proceeded along the leading thoroughfares, and by two o'clock a street dentist was identified by the woman as the leader of the robbers. The man was accordingly arrested and this morning appeared before Mr. H. H. J. Gompertz to answer a charge of robbery with violence. It was then that the tables were turned on the woman. She had no witnesses to corroborate her statement, while the accused, who is known to the police as a respectable man, had five. The true story was this. Some days ago complainant and her husband went to defendant's landlord to try to get him to rent them the flat in which the dentist lived. This the landlord would not do. On leaving the premises the woman, in passing defendant's door, raised the curtain and looked in. The defendant followed them below, where they had a quarrel. The complainant's husband stopped the quarrel, but said to his wife: "Get him in trouble." The "robbery" was then faked for the purpose of imprisoning the accused. Witnesses for the defence proved an *alibi* for the accused, and went so far as to say that at the time complainant alleged she was robbed, she was not in her house, but in the street. The evidence was sufficient, and his Worship discharged the accused, after the latter had refused to receive any compensation from the woman. His Worship severely lectured the virgo, telling her it was a serious charge to bring against a man, and fined her \$50, with the option of two months' hard labour.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

TRAM-WRECKERS IN HONGKONG.

To the Editor of the "Hongkong Telegraph." Sir,—It is possible that the chief satisfaction desired by obstructors of tram-cars may be the humour which a derailed car will give cause peculiarily constituted Chinese, gain joy at making something helpless.

Whatever the motive, it lays with the Tramway Co. to remove all possible grounds of offence, but chiefly, it remains for the Government to acquaint itself with the working of this particular locomotion, for as one who sees it in daily operation I still assert it is hazardous to innumerable cargo coolies, and is allowed (or is immune from restraint) by special favour to ignore trifles such as over-crowding, excessive speed, etc.—Yours truly,

LOW LEVEL.

Hongkong, 1st August, 1906.

[Our correspondent has surely a bee in his bonnet. The "particular locomotion" to which he refers has come to stay. It is no more hazardous to the coolie than a soft-water fountain. If the coolies kept their eyes open, instead of wandering vacuously in the centre of the track, they would never be in danger. It cannot be argued that the running of the cars constitutes an offence and the Government of Hongkong is, we imagine, the last body in the world to impose unnecessary restrictions on the Tramway Company. What is good enough for London, Paris and New York might surely be tolerated in Hongkong. We would also remind our correspondent that it is unusual to support tram-wreckers even by inference; and that the greatest good for the greatest number is the object of all legislation.—Ed., H.K.T.]

THE WATER SUPPLY AGAIN.

To the Editor of the "Hongkong Telegraph."

Sir,—All of us residents of the Eastern district want to thank you for so kindly publishing our letter of distress about the water, because it has put us all in better position, and since little after seven o'clock last night we have been supplied with plenty of water from our taps, right up to the middle of this morning, so that we have been able to clean our houses, and wash ourselves, and cook our food with no difficulties attached to trying to do so. We all are very glad and thankful to Government that they heard at once our cry through your paper and in their way removed the great trouble which fell so hardly upon us, and we pray and hope that the Government will let us have a proper supply of water every day, so that we can keep ourselves clean and in proper health, and no trouble to cook our rice and wash our houses.

With many thanks.—Yours, etc., HARSHIP.

Hongkong, 1st August, 1906.

THE GRATE AND FOLLY BULL-FIGHT.

H. W. THEV MANAGE IN MALAYA.

A Malayan bull-fight, in contrast to a Spanish bull-fight, is a comparatively tame affair, says a special correspondent of the *Singapore Free Press*. There is little of a show or pageant about it; no huge enclosed ring, with its tiers and tiers of seats filled with fashionable Spanish beauties in graceful mantillas waving multi-coloured fans; no poor, blind-folded picadors, no dancier banderilleros, and no espadas to risk their lives in so-called sport. In Malaya the bulls and buffaloes only follow their own natural instincts, and fight with their own kind, without being goaded on to the combat-by-having darts plunged into them, and horses not being used, there are none of the brutal and disgusting sights so often witnessed in a Spanish bull-ring. It is, in fact, bull-fighting *au naturel*, stripped of all artificial cruelties, and if less exciting, is infinitely more sporting, though to Spaniards, all else meets of personal danger being omitted, it would doubtless seem a deadly dull affair.

A spectator at a bull-fight in Pahang writes:—Bidden by the Sultan to a ball-fight, I arrived at the appointed place due to time, two o'clock; but the Sultan did not put in an appearance until four o'clock, the lateness of his arrival being really only custom, for whenever any show of this sort is on, the time is invariably given about a couple of hours too early. Just outside the old chief's house, where we assembled, was the ring, a primitive arrangement, merely an open earth space not fenced in any way. All round the circle squatted a motley crowd of about three or four hundred natives, who put on their best "bajus" and "sarongs" for the function.

The bulls were led in by the nose, each by a Malay, and, when within a few yards of each other, let go and given a shove. They met with a crash, and then followed a pushing match, their horns for the most part being locked together, with a break-away now and again, and then another. The two bulls in this case were badly matched—father and son, the latter a much more powerful animal with stouter horns. The fight only lasted about six minutes, when "pa" bull turned tail and fled, chased by his son. A general stampede took place, after an opening had been forced, every one rushing after the bulls to secure them and bring them back for their wounds, which were very slight, to be examined.

The old chief, it being his show, then entertained us all with coffee and Malay cakes, many of which were new to me. As a rule, native cakes are too sweet and too heavy for English taste, but these were exceptionally good. After a short rest and a smoke, a move was made for the buffalo fight further up the river, but the sky being quite overcast and rain an evident certainty, this part of the programme was postponed to the morrow.

Next day, therefore, I waded up river again to the place fixed on. This show gave much better sport than the other, as the buffaloes were immensely powerful brutes and very well

matched, the fight lasting about ten minutes before one got a wound in the corner of his eye, and in consequence abruptly turned tail and was chased off the ground by his opponent. In these fights one buffalo always defends his home, and will only fight when another comes into his own particular haunt. In nearly every case the one defending his home proved the victor, spurred on, I suppose, by patriotic feelings. As the fight lasted only a short time, the Sultan sent for another couple of buffaloes, but when they arrived, after a twenty minutes' wait, they absolutely refused to fight, and were obliged to be led away again. When buffaloes are really well matched, as in the first fight, there is great excitement among the Malays, but in the ordinary way one buffalo turns tail after a few minutes' charging and snorting, and the whole thing is over.

UNCOMPLETED PURCHASE.

HOUSE IN DISPUTE.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Chen Wing Lum, of No. 61 Aberdeen Street, trader, sued Tai Yee alias Tai Sun Tai, of Nos. 83 and 85 High Street, Hongkong, trader, to establish his title to and recover possession of house No. 55 Aberdeen Street, situated on Aberdeen Lot No. 47 and to recover the rents thereof since the 16th day of February, 1906, being the date on which the said lot was purchased by the plaintiff from Wong Chan Shi, the executors of Wong Keng Hok, deceased.

Mr. H. K. Holmes appeared for the plaintiff, and Mr. R. C. Master, of Messrs. Johnson, Stokes and Master, for the defendant.

Mr. Holmes, in opening the case, applied to amend the claim for rent by making it begin to be due from the 16th February instead of the 16th January.

Wong Chan Shi, widow of Wong Seng Hing, deceased, the son of Wong King Hok, said she lived in Aberdeen with her late husband at No. 37 Aberdeen Road. No. 37 belonged to Wong King Hok, her husband died two years ago and left a will. She was the executrix appointed in that will, and she applied for and obtained probate of the same. After the death of her husband she went to Man Tao, and left Wong Chau to look after the property.

His Honour: Are you the *Chif See* of Wong Seng Hing?

Witness: Yes.

Continuing, witness said that Au Chau was the tenant of No. 37, and U. Ki was the tenant of No. 39 Aberdeen Street. No. 37, the house in question, is now numbered 55, and was subsequently occupied by Hip Lee. In the first moon, eight years ago, witness went to ask Hip Lee for the rent, and was informed that the premises were rented from Tai Yee. She then went to Tai Yee and was then told that Wong Chan Shi owed them money and as they could not get their money they had taken possession of the house, and refused to give witness the rents. Witness knew nothing about the loan to, and money due by, Wong Chan Shi. The latter, Wong Chau Shi, married again, and witness did not know where she lived now. Witness last saw her about nine years ago.

Mr. Master applied for an adjournment for the production of further evidence, and stated his intention of upsetting the probate.

His Honour: You cannot upset the probate in this action; if you want to do that you must bring another action for the purpose. I will, of course, grant you an adjournment, and it will be for you to consider what action you will take as regards your wish to upset the probate.

The case was then adjourned till Friday next.

THE NATIONALISATION OF RAILWAYS.

THIS YEAR'S PURCHASES.

The Japanese Government has decided to take over six private railways before the end of this year. The Kubo and Hokkaido Colliery Railways will be taken over on October 1st, the Nippon and Ganeytu Railways on November 1st, and the Nishinari and Sanyo Railways on December 1st. The estimated prices are as follows:—

Nippon Railway ... \$130,512,540
Sanyo ... 74,042,080
Kubo ... 9,729,020

Hokkaido Colliery Railway ... 29,68,180

Nishinari Railway ... 1,9,6,505

Ganytu Railway ... 2,544,596

The total value of the railways to be purchased this year amounts to \$128,013,821. This is the value computed by the Government at the time when the Railway Nationalisation Law was published.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

1 p.m.

Buyers:—Unions Seco, Hongkong Firs \$317, China Fires \$89, HK, C, and M. Steamboats \$272, Raubs \$57, Shanghai Docks Tis. 92, China Borneo \$8, China Providens \$9, Tramways \$135, Ices \$140, Light and Powers \$10.

Sellers:—Canton Insurances \$340, Shell Transports 27/4, Hongkong Docks \$154, West Points \$5c, Hotels \$125, Green Islands \$13 ex new issue, Electrics \$15, Ropes \$19, Watsons \$13.

Sales:—China and Manias \$21, Raubs \$52, Hongkong Lands \$111, Cements \$13 ex new issue.

Nominal:—Hongkong Banks \$84t, National Banks \$47, Indos \$70, Douglas \$47, China Sugars \$145, Kowloon Wharfs \$16, Hongkew Wharfs Tis. 230, Humphreys \$116, Dairy Farms \$161, Powells \$101, China Traders \$100.

SHANGHAI SHARE REPORT.

Mesars. J. A. Sullivan & Co. write in their report of 26th ult.:—A healthier feeling prevails

and the depression caused by the slump in our speculative stocks seems to be over. Docks have improved 5 points. Indo Chinas are firm at quotation. Shanghai Wharves have advanced to points owing to expectation of an increased interim dividend. Langkats are about the same and are fairly steady at the close. All Cottons are wanted and better prices are obtainable.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T. 21 5/16

Do demand 2 1/8

Do 4 months' sight 3 1/8

France—Bank T.T. 2.65

America—Bank T.T. 51/2

Germany—Bank T.T. 2.16

India T.T. 1 1/8

Do demand 158

Shanghai—Bank T.T. 72

Singapore T.T. 104 X prem.

Japan—Bank T.T. 103

Java—Bank T.T. 278

Buying.

1 months' sight L/C 2 1/4

6 months' sight L/C 2 1/4

10 days' sight San Francisco & New York 51/2

1 months' sight 5 1/2

10 days' sight Sydney and Melbourne 2 1/2

4 months' sight France 1.69

5 months' sight 2.71

1 months' sight Germany 3.20

one Silver 30 1/16

Bank of England rat. 38 1/2

Government 0.43

Intimations.

THE.

ROBINSON PIANO CO., LTD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

TRY

MANUEL GARCIA.

A RECORD AND AN APPRECIATION.

The death of Manuel Garcia snaps a link with the past. To say that he was the brother of Malibran and the teacher of Malibran is to open up vistas of almost forgotten history; to remind the world that he was the inventor of the laryngoscope is to show how closely he was connected with the most advanced ideas of to-day.

He was born before Wagner, and was a very old man before the most eminent composers and musicians of to-day were born. His famous Method is to-day sixty-five years old, and the invention of the laryngoscope dates from 1844. Through his most famous pupil, Mme Mathilde Marchesi, his theories have helped to form some of the foremost singers of the day—Mme Melba, Mme. Eames, and hosts of others, among whom the most famous is Julius Stockhausen, the great German singer and teacher.

The relations between Wagner and Garcia were cordial. Wagner wrote to him that he acknowledged with gratitude the immense services he had rendered his niece, Johann Wagner, who had studied with him; and there is good authority for the statement that Wagner wished him to supervise the preparation of the singers for the first "Ring," in 1876 at Bayreuth. Should this be true it puts an end to most of the current German theories of Sprechgesang.

A GREEN OLD AGE.

His vitality was to the last extraordinary. It is not more than a few weeks ago that he was at a Philharmonic Concert at Queen's Hall, and keenly enjoyed the music, and so active was he that he indignantly refused to be helped up or down the steps. Not many months ago a young lady sang to him and asked him, his opinion of her voice, and his criticisms were wise and pertinent, and showed that his ear had lost none of its old acuteness. In conclusion, he said "Go on studying, and come to me again in three or four years."

His name was very much in people's mouths a year ago, when his hundredth birthday was celebrated, and he was received by the King and made an honorary Commander of the Victorian Order, and entertained at a banquet, at which musicians and laryngologists from all parts of the world united to do him honour.

HIS GREAT INVENTION.

His name will be kept alive, not only by his singing method, which is acknowledged to be the best and the only way of preserving the art of "bel canto," but by the laryngoscope, which has attained great importance in the practice of surgery, and has benefited unnumbered patients, some of whom have never heard of anyone connected with music except Manuel Garcia.

The best account of his invention of the laryngoscope is, that which he gave himself twenty-five years ago in a paper he read, at the instance of Sir Felix Semon, to the Medical Congress in London in 1881. His paper on the Physiology of the Voice, in which he first communicated the discovery in the world, was read in 1855 to the Royal Society.—*Huntington Leader.*

Shipping.

Arrivals.

Sardinia, Br. s.s., 4,126, C. C. Talbot, R.N.R., 21st July—Yokohama 17th July, Gen.—P. & O. S. N. Co.
Saint George, Br. s.s., 2,231, Sadler, 31st July—New York and June, via Aden and Singapore 25th July, Gen.—D. & Co., Ltd.
Bayern, Ger. s.s., 5,017, H. Formes, 1st Aug.—Yokohama 21st July, Mails and Gen.—M. & Co.
Haitian, Br. s.s., 1,187, J. S. Roach, 1st Aug.—Fowchow 29th July, Amoy 3rd, and Swatow 31st, Gen.—D. & L. & Co.
Kweiyang, Br. s.s., 1,014, Dowson, 1st Aug.—Chefou 25th July, Gen.—B. & S.
E-Sang, Br. s.s., 1,127, L. A. Muir, 1st Aug.—Canton 1st Aug., Gen.—J. M. & Co.

Clearances at the Harbour Office.

China, for Saigon.
Kweiyang, for Canton.
Hainan, for Shanghai.
Wongkai, for Swatow.
Hue, for Kwang-tung-wan.
Saint George, for Shanghai.
Sardista, for Singapore.
Anglo Canadian, for Newcastle.
Kwangtak, for Shanghai.
Empress of China, for Shanghai.
Amara, for Saigon.

Departures.

Aug. 1.
Empress of China, for Vancouver.
Willehad, for Yokohama.
Pinguay, for Singapore.
Wongkai, for Bangkok.
Sharki Maru, for Swatow.
Talomi Maru, for Singapore.
Bayern, for Europe.
Songkla, for Iloilo.
Kwangtak, for Shanghai.
Afghana, for Hoichow.
China, for Singapore.
Hue, for Haiphong.

Passengers arrived.

Per Sardinia, for London from Yokohama—Mrs. and Miss Marsh, from Kobe; Miss Richardson, from Shanghai; Messrs. J. B. Dunlop, M. A. Wolf, and R. P. Hawkesworth. Per ayern, for Hongkong from Yokohama—Mr. and Mrs. Thurston, Miss Amber, Messrs. Blake, A. Takatsu, I. Kawabe, H. Higuchi, Yusei Kan Kom, P. V. Gus, J. K. G. Holzmueller, Stewart, I. V. Watson, White, Miss Lammoore, Chan Tuk Hing, Chan Chny Yam, Chan Kok Tong, and Chan Yok Tung, from Nagasaki—Mrs. and Miss Chatham, from Shanghai—Messrs. H. Ho Tan, P. Hafemann, Isaac, D. Ez a, Rev. J. Lake, H. Barbini, Mr. Silbermann, Mrs. England and children, Mr. G. Sullivan, Mrs. England and children, Mr. G. Remedios, Mrs. R. Schuster, Messrs. A. M. Barrados, Williamson, K. Takau, and Mrs. O. Kawasaki.
Per Haitian, from Coast Ports—Mr. and Mrs. Farrow, Messrs. Thompson, Rutter, Blumenberg, and 170 Chinese.

Passengers departed.

Per Prince Eitel Friedrich, for Shanghai—Mr. and Mrs. P. Davies, Miss Alves, Dr. A. H. Wood, Messrs. J. H. Black, F. Bergmann, W. Messy, C. Rutherford, W. Wannamaker, F. Nos, E. Olsen, G. Hartley and G. Ahrendt. For Nagasaki—Messrs. T. K. Simpson, Hayashi, Fujio and K. Orida, Miss Moyai, Mrs. Shoji.

ma and Mrs. Nagano, For Kow—Mr. Ar. and Miss Humphreys, Mt. Lan Kum Kwan and family. For Yokohama—Mrs. Anna Hartwick, Messrs. H. Classen, H. Breckwadie, A. Fischer and Ferrier Party.

Shipping Report.

Str. *Kweiyang* from Chefoo—Strong SW. wind to moderate gale.

Str. *Saint George* from New York, etc.—Generally fine with mighty hot weather.

Str. *Haitian* from Coast Ports—Fowchow SW. Emp. of India—Vancouver, 14th Aug.—Orient, 15th Aug.—Japan, 15th Aug.—T. K. K. Aug. 15th.

Vessels in Port.

STRANGERS:

Alabama, Br. s.s., 1,253, A. E. Hills, 25th July—Salina Cruz 14th June, Gen.—C. C. S. Co.
Amara, Br. s.s., 1,165, C. J. Mattock, 23rd July—Hongkong 21st July, Coal—J. M. & Co.
America Maru, Jap. s.s., 1,600, Philip Goings, 21st July—San Francisco 30th June, Gen.—T. K. K.
Arrow, Br. s.s., 2,307, H. Plough, 26th July—Newcastle 4th July, Coal—S. T. & Co.
B. A. Broth, Nor. s.s., 541, Andersen, 14th July—Shanghai 8th July, Enthenware—Davidson & Co.
Chidley, Nor. s.s., 4,102, H. Nielsen, 29th July—Bangkok 21st July, Gen.—N. Y. K.
Copic, Br. s.s., 2,744, Wm. Finch, U.N.R.R., 22nd July—San Francisco 27th June, Gen.—O. S. S. Co.
Dakota, Br. s.s., 2,300, Ross, 25th July—Canton 24th July, Gen.—D. & Co.
Emma Lukyan, Ger. s.s., 1,359, G. Conrad 16th July—Mauritius 20th June, Sugar—Wing Sing & Co.
Fri, Nor. s.s., 900, Nagle, 31st July—Hongkong 17th July, Coal—Aagaard, Thoresen & Co.
Germania, Ger. s.s., 1,744, H. Lorenzen, 29th July—Bangkok 23rd July, Rice—J. & Co.
Glenelcy, Br. s.s., 2,97, E. J. Stoddard, 29th July—Kobe 1st July, and Shanghai 1st July, Ballast—McG. Bros. & Gow.
Ingraham, Am. transpo. l. foos, Scott, 3rd July—Manila 10th June.
Labor, Nor. s.s., 919, A. E. Olsen, 22nd July—Moj 15th July, Coal—Aagaard, Thoresen & Co.
Lennox, Br. s.s., 2,361, C. F. McNair, 31st July—Calao 13th June, Ballast—D. & Co., Ltd.
Lightning, Br. s.s., 2,122, J. G. Spence, 30th July—Calcutta 13th July, Penang and Singapore 25th July, Gen.—D. & Co., Ltd.
Lisa, Swed. s.s., 1,177, H. Hamdahl, 22nd July—Sourabaya 16th July, Sugar—S. W. & Co.
His name will be kept alive, not only by his singing method, which is acknowledged to be the best and the only way of preserving the art of "bel canto," but by the laryngoscope, which has attained great importance in the practice of surgery, and has benefited unnumbered patients, some of whom have never heard of anyone connected with music except Manuel Garcia.

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Str. *Saint George* from New York, etc.—Generally fine with mighty hot weather.

Str. *Haitian* from Coast Ports—Fowchow SW. winds, smooth sea and fine weather.

Steamers Expected

Vessels	From	Agents	Date
Java	Singapore	P. & O. Co.	Aug. 2
Mentone	Moji	B. & S.	Aug. 2
Telmacius	Singapore	B. & S.	Aug. 2
Tjilatap	Macassar	J. C. L.	Aug. 2
Eastern	P. Darwin	G. L. & Co.	Aug. 2
Capri	Singapore	C. & Co.	Aug. 2
Suisang	Singapore	J. M. & Co.	Aug. 2
Siberia	Japan	P. M. Co.	Aug. 2
Caledonian	Singapore	M. M.	Aug. 2
Emp. of India	Vancouver	C. P. R. Co.	Aug. 2
Glenorg	Japan	T. K. K.	Aug. 2

Vessels in Port.

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Ingraham, Am. transpo. l. foos, Scott, 3rd July—Manila 10th June, Ballast—Barreto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June—Manila 16th June, Ballast—Barreto & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June—Manila 16th June, Ballast—Barreto & Co.

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Neil MacLeod, Am. s.s., 901, E. Corral, 19th June—Manila 16th June, Ballast—Barreto & Co.

Neil MacLeod, Am.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS:

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN, AND BLACK
SEA PORTS.

THE S.S. "ARMAND BEHIC,"

Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 7th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. ERNEST SIMONS...21st August.

S.S. CALEDONIEN.....4th September.

S.S. POLYNESIEN18th September.

S.S. SALAZIE.....2nd October.

G. DE CHAMPEAUX:

Hongkong, 25th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
Straits, Ceylon, Australia, India,
Aden, Egypt; Mediterranean
Ports, Plymouth and London.

(Through Bills of Lading issued for Batavia,
Persian Gulf, Continental, Ameri-
can and South African Ports.)

THE Steamship

"MOLDAVIA,"
Captain E. H. Gordon, carrying His Ma-
jesty's Mail, will be despatched from this for
BOMBAY on SATURDAY, the 11th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Marmora*, 10,500 tons, from Colombo.
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Molda-
via*, due in London on the 23rd September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 27th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont.... 9,600 T. W. Garlick. 22nd Aug.

*Lyra**.... 4,417 G. V. Williams. 29th Sept.

Shawmut.... 9,600 E. V. Roberts.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 28th July, 1906.

[12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"ATHOLL".....3rd September.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 27th July, 1906.

AN APPEAL.

THE SUPERIORITIES OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiorities will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

BRANDY * * * * * \$22.50

" * * * * * 20.00

WHISKY, PALL MALL * * * * * 16.75

JOHN WALKER & SONS' OLD HIGHLAND * * * * * 20.00

C. P. & CO.'S SPECIAL BLEND * * * * * 12.50

PORT WINE, INVALIDS * * * * * 10.50

DOURO * * * * * 20.00

SHERRY, AMOROSO * * * * * 13.75

LA TORRE * * * * * 16.00

BENEDICTINE, D.O.M. * * * * * 10.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

[43]

ACHEE & CO.

ESTABLISHED 1859.

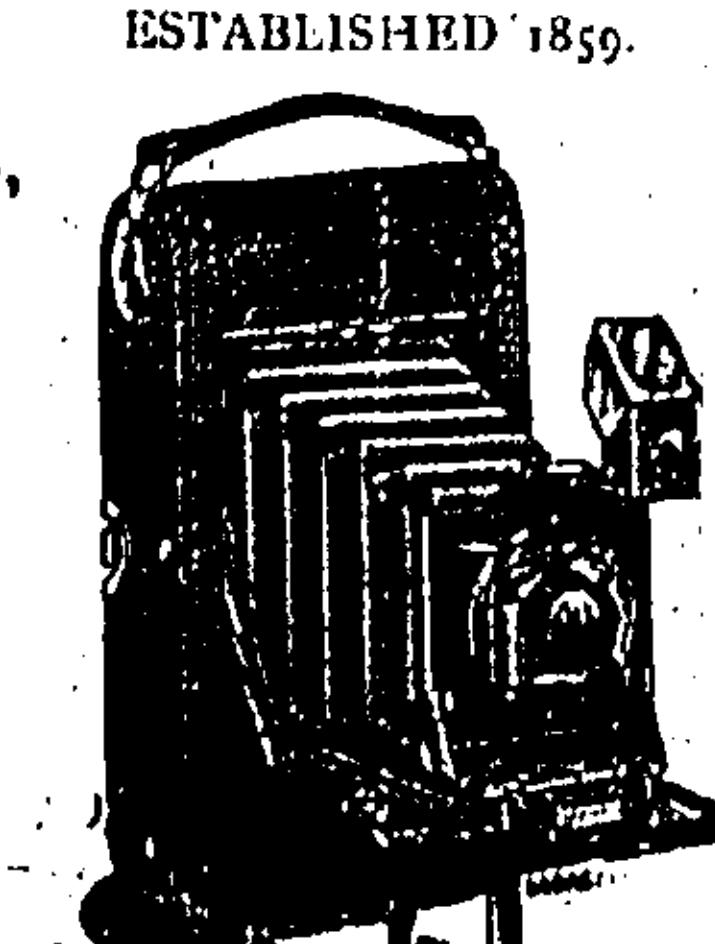
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



FOR

BASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1906.

[49]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	{ \$1,000,000 \$6,500,000 \$20,000	\$1,699,777	{ \$1.15/- div. and 1/- bonus @ ex. 2/09/16 \$26.87 for 2nd half-year 1905	11%	\$845 buyers London £92 \$47 cum call ss
National Bank of China, Limited	99,925	\$7	\$6	{ \$12,735 \$150,000	\$73,099	\$2 (London 3/6) for 1905	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,695	\$211,540	\$20 for 1904	6%	\$340
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	51%	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000	\$331,131	Interim div. of 13/10 1905	41%	\$800 sa. & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$61,78 \$15,527	\$508,34	\$1/- and 1/- special dividend for 1904	81%	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,563	\$144,618	\$1/- Int 1/4	61%	\$89 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,220,928	\$422,618	\$25 for 1904	73%	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,638	\$16,563	\$1/- for 1905	73%	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$88,043 \$250,000	N/A	\$3/- for year ended 1/1/1905	73%	\$46 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ \$154,331 \$170,000	\$21,020	\$1/- for 2nd half-year making \$2 for 1905	73%	\$27 buyers
Indo-China Steam Navigation Company, Limited	50,000	\$10	\$10	{ \$280,918 \$3,000	\$2,412	10/- @ ex. 2/1 9/16 = \$1.16	68%	\$70 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$10,000 \$100,000	\$1,23,156	Final Tls. 3 making Tls. 5 for 1905	8%	Tls. 62 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$40,000	\$107,815	Final Tls. 14 making Tls. 31 for 1905	64%	Tls. 52 sellers 26/- od. buyers
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	{ \$24,144	\$1,50	4/- (Coupon No. 6) for 1905	4%	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$5,000 \$32,973	\$218	\$1.50/- for year ending 30/4/1906	38%	\$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$18,000 \$48,000 \$18,100	\$13,913	Final of Tls. 2 making Tls. 4 for 1905	9%	Tls. 45 sellers
REFIN								